

ARMY AND NAVY CHRONICLE.

Published by A. B. Claxton & Co., at \$5 a year, payable in advance.

VOL. VII.—No. 20.] WASHINGTON, THURSDAY, NOVEMBER 15, 1838. [WHOLE No. 202.

MISCELLANAY.

From the National Gazette.

THE DOCTRINE OF BLOCKADE.

We place before our readers to-day a correspondence which has recently taken place between the commander of one of our vessels of war, and Commodore Bazoche, commander of the French blockading squadron on the coast of Mexico. This correspondence is highly interesting to the merchants of the United States, as indicating on the part of the French commander an intention to construe the laws of blockade adverse to the views uniformly maintained by the American Government in its intercourse with foreign powers. The right of a neutral to be warned off from a blockaded port can never be yielded by our Government, however notorious the existence of a blockade at any previous period may have been; and we feel persuaded that nothing will be done at Washington to sanction the doctrine of the French commander, which we are inclined to think is probably rather his own view of the subject than the result of instruction from his Government.

[Here follow the letter of Lieut. Farragut to Com. Bazoche, and the reply, published in our last.]

While upon this subject, we cannot render a better service to our merchants and navigators, than by letting them know what are the precise grounds taken by their Government, in reference to the law of blockade. For this purpose we give below, a copy of a note addressed by Mr. Raguet, Chargé d'Affaires of the United States in Brazil, to the Government of that country, in relation to the blockade of the river Plate, in December, 1825. That it contained the views of our Government, appears from certain documents submitted to Congress on the 23d May, 1828, by the Secretary of State. In one of them, the Secretary of the Navy, addressing Commodore Biddle under date of June 1, 1826, says: "The letter of Mr. Raguet to the Government of Brazil explains the views of your government;" and in another, Mr. Clay says to Mr. Raguet, under date of October 22d, 1826: "The President has seen with approbation, your zealous exertion to prevent, in the existing war between the Brazils and Buenos Ayres, an abuse of the law of blockade. The principles of that law are so well expounded and explained in our correspondence with European Governments, that they are familiar to you and all. You will, on every suitable occasion, insist upon those principles; and whenever an instance shall present itself of their violation, proudly and firmly remonstrate against it."

So great is the similarity between the blockade of the ports of Mexico and those of the river Plate, that no difference is discernible; and yet we have reason for believing that when French vessels, destined to the river Plate were captured by the Brazilians, their restoration was demanded by the French Minister, precisely upon the grounds assumed by Mr. Raguet, which grounds were in fact admitted by the Brazilian Government, after repeated remonstrances.

Mr. Raguet to the Minister of Foreign Affairs of Brazil.

The undersigned, Chargé des Affaires of the United States of America, presents his compliments to the Viscount of St. Amaro, Counsellor, Minister and Secretary of State for Foreign Affairs, and acknowledges the receipt (on the days of their respective dates) of His Excellency's communications of the 6th and 7th inst.; the first announcing that "H. M., the Emperor, had ordered to be fitted out a naval force, with the object of placing in effective blockade all

the ports belonging to the Government of the United Provinces of the river of Plate;" and the second giving notice that the said ports "were to be immediately blockaded, by order of H. M., the Emperor, by the forces already there stationed, reinforced by those which have just departed."

As this measure of war cannot fail deeply to affect the interests of neutral nations, the merchants of which, with their own ships and capitals, carry on, almost exclusively, the foreign trade of Buenos Ayres, and the other ports intended to be blockaded, and, as the general terms of the notification, "all the ports" of a coast several hundred miles in extent, involves a question of infinite importance to the interests of the United States, and all the other powers of America, as well as the secondary States of Europe, the undersigned, as representing one of the nations most interested, conceives it to be his duty to bring into the view of His Majesty's Government, some observations upon the principles of blockade, as maintained by the United States, in their construction of national law, in the hopes that they may be found to be in accordance with those professed by His Majesty's Government, and that thus, all liability to any misunderstanding which might possibly arise from the misapplication of those principles, may be removed at the onset. The necessity of making this representation is rendered the more imperious upon the undersigned, by the occurrence of a case wherein a valuable American ship, seized by one of the commanders in His Majesty's naval service, for an alleged breach of the blockade of Pernambuco, in September, 1824, remains, to this day, after a lapse of near fifteen months, not only without decision, in the first instance, but even without an early prospect of one. As this matter, however, will form the subject of another communication, no further remarks in relation to it will here be made.

It cannot but be known to His Excellency, that the doctrine of blockades, as maintained in the practice of modern times, by some of the European Powers, has been entirely subversive of the principles respected by the majority of nations, and which have been uniformly held to be settled by the most distinguished writers on public law, and even by those very powers themselves, in theory. The right of a belligerent to distress his enemy by the institution of sieges and blockades, cannot be questioned; but the extent to which he may lawfully prejudice the interests of neutrals, is a matter which it is not competent for the belligerent alone to decide. Neutrals, as well as belligerents, have their rights; and if the former have acceded to the rule, that trade, in articles contraband of war, may not be carried on with the country of a belligerent, this acquiescence is to be viewed as the result of that respect for the laws of humanity, which desires to see a speedy termination to the disasters of war, wherever they have unhappily been displayed. To this same respect for the laws of humanity is to be ascribed that further concession to belligerents, by which neutral nations agree not to convey provisions, or other supplies, to ports or places actually besieged or blockaded; and upon no other principles can the abandonment, by neutral nations, of their innocent commerce with States with which they are in amity, be contended for.

Neutral nations, however, in thus giving up, for the common good a portion of their neutral rights, by no means intended that an assailing belligerent should be invested with an artificial power to distress his antagonist, or with any advantages not due to the positive force of his arms. It was for this reason that the maxim was settled, that no port could be considered

as in a state of blockade, unless so guarded as that "no vessel could enter without evident danger, on account of vessels of war, so stationed there as to form an effectual blockade." From this principle it followed that, if any withdrawal of the blockading force should, at any time, take place, owing to the power of the besieged or his allies; or to the necessity of refitting or procuring supplies; or for the purpose of cruising or blockading other places; or from any other cause, (except storms, which drive it temporarily from its position, *but which it immediately resumes*,) the blockade was considered at an end, and any *repetition* of it could only be considered as a new blockade, and not as an uninterrupted continuation of the original one, which could affect the interests of neutrals, who had entered the port in the meanwhile, when no blockading force was present to warn them off or obstruct their entry. In accordance with the equitable construction of the laws of blockade, as defined above, by the armed neutrality of 1780, the Government of Great Britain, the most powerful maritime nation of the world, in a convention with the empire of Russia, formed in the year 1801, stipulated that, "in order to determine what characterizes a blockaded port, that denomination is given only to a port where there is, by the disposition of the power that attacks it, with ships *stationary*, or sufficiently near, an evident danger of entering." It is needless to say that the other Powers of Europe, as well as the United States, at that time the only independent American Power, never having disputed the principle, it could not be otherwise regarded than as the established law of nations, at the commencement of the present century; and it is equally clear that it must be so considered at this day, notwithstanding the numerous violations that have been practised by States which acknowledged its correctness. The principle being then indisputable, that the existence on the spot of the means adequate to the end was necessary for the institution of a blockade, the next question which presented itself was, how were neutrals to be notified of the fact? That all aggressions upon an innocent and friendly stranger were contrary to the laws of humanity and justice, was too palpable to be denied; and the very proper practice was soon introduced, of warning neutrals about to enter a blockaded port, of the existence of a blockade; and without this warning by the blockading force, they could not be liable to capture and confiscation. This just and equitable rule, not at all shaken by the refinements of modern sophistry, or the outrages of modern injustice, was founded upon a fair demarcation of the limits between the rights of neutrals and the rights of belligerents, and is supported by the following reasoning.

The right to prevent the entry of neutrals into the blockaded ports of a Power with which they are in amity, is, as above declared, the result of a concession in favor of the belligerent, but a concession only made for such length of time as the blockading party actually maintains the blockade. To prevent the entry of a neutral, even for a moment, after the raising the blockade, would be a manifest infringement of his rights; and if the doctrine were admitted, that a notice published in a distant country, of a blockade which might by possibility be raised long before any vessel could reach the designated port, was the only one requisite, the consequences would be highly injurious to the interests of a distant nation, whose merchants would be deprived of the advantages enjoyed by those near at hand, of furnishing supplies to the party which had been, by the recurrence of peace, or other causes, relieved from the distresses of a siege. In countries which are proximate to each other, as Great Britain, France, Holland, &c., where the intercourse requires but the lapse of a few hours or days, the institution or the withdrawal of a blockade may be known in so short a period of time as to render the importance of the principle here advocated less mani-

fest than it is to nations which are relatively more distant, such as those that are separated by the Atlantic Ocean, and especially those which are located in different hemispheres. To meet this argument by contending that a vessel is bound to call for information at a neighboring port, would be substituting one measure of injustice for another. Leaving out of the question the impracticability, in many cases, especially those wherein whole coasts are blockaded, of complying with such a demand, no belligerent has a right to compel a neutral vessel to perform a circuitous route to the port of her destination; nor has he the right to impose upon her the necessity of incurring the expense of port and other charges, in his own ports, or those of any other nation. So satisfied of the correctness of this principle was the Government of Great Britain, that, in the year 1804, in consequence of a remonstrance made by the American Government, against a declaration of a general blockade of "the islands of Martinique and Guadaloupe," proclaimed by a British naval commander, orders were issued to him "not to consider any blockade of those islands as existing, unless in respect of particular ports, which may be actually invested, and then not to capture vessels bound to such ports, *unless they shall previously have been warned not to enter them*."

The United States, maintaining the same principles, have always denied the doctrine of general and diplomatic notifications of blockades, as binding upon their citizens. Whenever they are made, however, they regard them as friendly offices on the part of the Government from which they proceed; because it gives their merchants an opportunity of taking into the calculation of their voyages the contingency of a *continued* effective blockade of the ports designated, and affords them an occasion for advancing their own particular views upon that branch of the public code which has been so flagrantly violated by some of the principal Powers of Europe. In the year 1816, the Government of the United States, having been notified by the Spanish Minister at Washington, of a declaration of the blockade of "the ports of the Vice Royalty of Santa Fe," lost no time in protesting against the general terms of the same; and its Representative at Madrid was instructed to advise the Government of Spain, that "a blockade, to be acknowledged as valid by the United States, must be confined to particular ports, each having a force *stationed* before it sufficient to intercept the entry of vessels; and no vessel shall be seized, even in attempting to enter a port so blockaded, till she has been previously warned away from that port." It was also notified that indemnity would be claimed for all captures of American vessels not made in accordance with this rule.

It is manifestly not the interest of the new independent American States, to adopt in their practice the broadest possible construction of the laws of blockade; for the time may come when, being at war with the powerful maritime nations of Europe, they may find it all important to be able to show that, like the United States, they have always adhered to those maxims which have been received and acknowledged as settled principles of national law, and have always been ready to observe those rules, which, consistently with self-protection, have operated least injuriously to neutral and friendly nations. It is for this reason that the undersigned begs leave to invite the attention of His Excellency to the following considerations, connected with the important question referred to.

The submission of neutrals to the laws of blockade, as above established, is a concession granted to the besieger, and can only be construed to extend so far as shall promote his benefit. Any act, therefore, which can be shown to inflict a positive injury upon a neutral, without conferring a benefit on the besieger in the furtherance of his plans, must be inadmissible upon the common principles of natural jus-

tice. Thus, if a neutral's vessel and property are within a port at the time of the institution of a blockade, it would be manifestly unjust to prohibit their departure, inasmuch as by so doing extensive evils would be brought upon the citizens of friendly nations in their pursuit of a lawful commerce. It is, indeed, difficult to imagine what justifiable motive could induce a besieger to prevent a neutral from withdrawing from a besieged place his ships and property: for, by such act, the means of escape and defence, as well as the means of prolonging the contest, would, at the same time, be withdrawn from the enemy. With respect to the right of neutral ships to depart, there seems to be no difference of opinion amongst nations; but the same does not happen in regard to their cargoes. In the year 1813, whilst Great Britain was at war with the United States, some of the European Powers remonstrated against the unjustifiable pretensions of her system of blockade, which embraced the chief part of the coast of the United States; and, in an answer given to the minister of Sweden, it was contended that, although neutral vessels which had entered the American ports without a knowledge of the blockade, might, in conformity with the established rule, be allowed to depart, yet that this permission could not be extended to their cargoes. Special motives, in this particular case, on the part of Great Britain, might amply account for a measure which she might not, perhaps, willingly have approved if adopted by any other Power; and it is not to be wondered at, that a nation which already monopolized so great a share of the commerce of the world, should have pursued a system calculated to exclude from competition the capitals of other States.

If, therefore, it can be made to appear, to the satisfaction of His Majesty's Government, that the citizens of nations with which His Majesty is in amity, are the proprietors of a large amount of property already in the ports of the United Provinces of the river Plate, or which may enter them before the institution of the blockades, the undersigned would respectfully submit to the consideration of His Majesty's Government, whether it would not be advisable to furnish the officers who are to direct the same, (in case the measure has not already been adopted,) with explicit instructions on the subject, in order that, by no misconception of powers, may neutrals be exposed to the privation of their property, either by detention in port or by seizure after leaving it. The undersigned trusts that in this communication His Excellency will perceive an additional evidence of the desire by which he is actuated, of endeavoring to perpetuate the harmony and good understanding which so happily subsist between their respective nations; and which will be more and more strengthened in proportion as they mutually embrace the same principles of justice and of respect for each other's rights. The undersigned, on this occasion, renews to his Excellency the Viscount of St. Amaro the assurance of his great respect and esteem, and of the high consideration with which he has the honor to subscribe himself,

His Excellency's most obedient, and humble servant,
CONDY RAGUET.

RIO DE JANEIRO, December 13, 1825.

THE BRITISH NAVY.—An uneasy and restless feeling is obtaining possession of the public mind in relation to the state of our naval efficiency. While the marines of France, Russia, and the United States, have rapidly increased, the former from annihilation, the Russian from non-entity, and the latter from the first elements of a navy, an impression has gone abroad, and taken strong hold of the public feeling, that the British navy has retrograded. The old principle, that it was essential to the maritime preponderance of England that her navy doubled that of all the powers of the world united, seems to be altogether lost sight of, and a gradual

system of paring down the marine establishments and reducing the number and equipage of ships of war to the lowest possible scale, to have been adopted since the year 1815, when we had upwards of a thousand ships of war afloat, to the present moment, when we have but 194 in commission. It is an ill-judged economy that would impair in the slightest degree our naval superiority; and a most detestable policy that would discourage or neglect those gallant men to whom the country may have again to look in the hour of peril, or in the assertion of the honor and interests of Great Britain. No mortification would be so deeply felt by us as any check upon the ocean, and the popular indignation would be instantly roused against the men who had neglected the condition of the navy, misappropriated the means for its increase, or had blindly allowed the forces of other countries to obtain an equality or superiority over ours. This is the worst degree of treason against the prosperity of our immense empire. At present we have the opportunity of giving the actual number and disposition of the British navy, as it was ascertained last month, with several facts relative to the French marine, which may serve as a contrast between our lukewarmness on the subject and the ever-vigilant activity of our naval and commercial rivals. In the French dockyards there are now building 27 ships of the line and 37 frigates; and they have at sea 24 ships of the line and 36 frigates. England has 15 sail of the line afloat, (being 12 less than France,) and 19 frigates of from 50 to 23 guns each, (being 17 less than our neighbors;) the remainder of our force consists of cruisers and small vessels of 26 guns and downwards to 6 and 3. We stated that the navy of England in commission was composed of 194 vessels. The following tabular view of this force will present it in a clearer summary. Of the 194 ships,

	Guns.
6 First-rates with an aggregate of	662
5 Second-rates do	416
14 Third-rates do	1,062
2 Fourth-rates do	102
7 Fifth-rates do	288
61 Sixth-rates do	1,072
39 Brigs do	312
11 Surveying vessels do	66
3 Royal yachts	
24 Sloops, fitted as packets, with an aggregate of	108
22 Steam vessels of from 320 to 100 horse power	—
Making a total of guns	4,088

Exclusive of the complement of the steam vessels, which we have no means of ascertaining.

The reader may like to learn the manner in which this force is stationed to protect the interest of the country, and to aid its commerce.

There are in commission at Portsmouth 13 vessels; at Plymouth, 16; at Sheerness, 5; at Woolwich, 3; at Chatham, 1; at Pembroke, 1; on the Irish coast, 1; on the Scottish coast, 1; at Falmouth, (packets) 26; at Lisbon, 6; on particular service, 10; in the Mediterranean, 31; on coast of Africa, 20; in North America, 2; in South America, 18; in the West Indies, 33; in the East Indies, 14; in Australia, 3. Total, 194.

If the force be deemed sufficient, we have no fault to find with its disposition; but we have reason to believe that the line-of-battle ships are short-handed; that their lower deck guns are principally in England; and that their equipages are in many instances reduced to the frigate scale. The reader cannot fail to observe that more than two-thirds of the vessels are of the smallest size, and that they must prove utterly inefficient in any of those contests by which the destinies of nations are decided; while they would be altogether inadequate, either in their dimensions or the weight of metal they carry, to cope with similar rates in the French and American navies.—*London Atlas.*

CHEAPNESS AND SECURITY OF IRON STEAM SHIPS.—It is clear that iron steam ships would have several advantages over wooden ones, such as greater strength and tenacity, and less risk of destruction by fire; but to these must be added much greater cheapness, according to Mr. Macgregor Laird, the builder of the *Victoria*. His letter, addressed to Professor Barlow, published in the *Irish Railway Report*, well deserves publicity.

LONDON, 78 Cornhill, June 20, 1833.

SIR: In reply to your inquiry relative to the steam ship *Victoria*, constructing by Messrs. Curling, Young, & Co., for the British and American steam navigation company, and intended to trade between London and New York, calling at Cork upon her outward voyage, I beg to state, that her dimensions are as follows:

	Feet.	In.
Length between perpendiculars,	237	0
Extreme beam,	40	4
Depth in hold,	27	1

Admeasurement in tons, 1825, (old law.) She is flush-decked, and has three tier of deck beams and fastenings. The floor timbers are solid for 140 feet amidships, and she is filled up and caulked between the timbers, as far as the lower deck, or to the 13 foot water line; her draught of water I expect to be, at her deepest immersion, 16 feet, and her displacement at that draught is 2,740 tons.

Her engines are of the nominal power of 400 horses, having cylinders of 76 inches in diameter, and 7 feet length of stroke. Her paddle-wheels will be 30 feet diameter, and are intended to be fitted with the divided floats. At her deepest immersion it is intended to remove the outer float, thereby reducing the wheel to 29 feet, or even less. When she is lightened, the float will be replaced upon the outer periphery. The engines will have the means of using either the common injection or Hall's patent condensor.

Of course, in an undertaking of this magnitude, no common responsibility is thrown upon those who are intrusted with the planning and modelling of the vessel and engines. I am alone answerable for the vessel as to workmanship and model; but, with regard to the engines, I do not consider myself responsible, except so far as the proportion of tonnage, or, rather, displacement to power. Whether I have been correct in my calculations remains to be proved; but to show that I have made ample allowance for the weights necessary, I may here give what I expect will be the total weight with her fuel on board:

Hull and copper sheathing,	1,000
Spars, sails, anchors, cables, and 1,200 gallons of water,	250
Engines, boilers, and water,	450
Coals,	750
	2,450
Passengers, cargo, and sundries,	250
Total weight on leaving port,	2,700

Allow me now to remark, that I think it very likely that the *Victoria* will be the largest steam vessel that will be built of wood. I have been long of opinion, that iron will supersede all wooden steam vessels, and have made some calculations on the subject, which may prove interesting to the commissioners.

The advantages of iron over wooden vessels may be briefly stated to be:

Superior strength with one half the weight; consequently less displacement, and a greater speed with equal power.

Greater safety, in consequence of being divided with water-tight compartments by iron bulkheads.

Greater economy, as they require less repairs.

Greater capacity for passengers and goods: a wooden vessel, of 30 feet beam, is only 27 feet 6 in-

ches wide inside; while an iron vessel would be 29 feet 6 inches, consequently saving two feet in the whole length of the vessel.

When in Liverpool, you can satisfy yourself whether these statements are correct.

I think, for the American trade, an iron vessel of the following dimensions could be made to go at a medium, ten miles per hour:—Length, 212 feet; beam, 33; depth, 15; with engines of 300 horse power. Her weight, exclusive of engines, would be about 200 tons; and a wooden vessel of similar dimensions would not be got under 600 tons, if even with that, and certainly not with equal strength. Now, supposing, with her machinery and coals on board, she drew 9 feet water, her sectional area would not exceed 250 feet; and her power being 300 horses, it is but fair to suppose her speed to approximate to 12 knots in smooth water, or that she should average 10 knots; if so, she would make the passage of 3,000 miles in 12½ days, and consume only 300 tons of coals allowing one ton per horse. The cost of this vessel complete, with her engines and fittings, would be less than the cost of the hull of the *Victoria*; in other words, the latter will cost £60,000, and the iron one, to do the same work in less time, would cost about £30,000. In fact, for the cost of one vessel, making six voyages annually, you would have two making twelve.

I have mentioned this to you, as there exists no difficulty but in local attraction thus diminishing the expense of trans-atlantic steam navigation, and, consequently increasing the power and resources of this country to an indefinite extent. Their introduction would virtually ensure us the monopoly of the trade. We cannot compete with the Americans in wood; they cannot compete with us in metal; and, though these speculations may now appear visionary, I am convinced, when you have examined the vessels now upon the stocks in Liverpool, you will agree with me in thinking, that the time is fast approaching when wooden steamers will be the exception, and iron ones the rule. I remain yours, most respectfully, MACGREGOR LAIRD.

To P. BARLOW, Esq.

If Mr. Laird's opinion is correct, the introduction of iron vessels may give a new impulse to steam navigation. It appears, that the principal disadvantage to which they are liable is, that the presence of such a mass of metal disturbs the polarity of the compass, and its directing power is lost. Experiments have, however, been made, with a view of discovering a remedy for the aberrations of the magnet, and we have no doubt, from the invention of Professor Airey, that they have been successful.

IRON STEAM VESSELS.—The following is an extract of a letter from a naval officer, who has made passage, in the iron steam ship *Rainbow*, to and from Antwerp, and in whose opinion we place the greatest confidence, from his having commanded large steamers ten or twelve years:

"LONDON, Sept. 20, 1833.—We arrived alongside Brunswick Pier, Blackwall, at thirteen minutes past five, this morning, making the passage, upwards of two hundred miles, (including stoppages,) in sixteen hours fifty minutes. I don't know a finer vessel; she is perfectly easy, and has the least tremulous motion of any steamer I ever was in; and it is a curious fact, that, both in going and returning, there was not one case of sea sickness on board, although there was sufficient motion to have caused it in any other vessel; but there was not the slightest smell from bilge water or the engines.

"With respect to the local attraction of the iron on the compass, I have no hesitation in saying, that Professor Airey has perfectly mastered it, and that I should have no objection to take a ship of any dimensions, built in the same way, to any part of the world."

POWER OF THE STEAM ENGINE.—One of the finest specimens—perhaps the very finest—in the world, of the numerous offices, which by skilful contrivance a single steam engine can be made to discharge, is the block machinery, in her Majesty's dock-yard, at Portsmouth, where the visiter sees, with astonishment, a rude mass of elm converted, in the space of 10 or 15 minutes, into a beautifully polished pulley, and fitted with rollers, centre pins, and every thing complete—each several part of the entire construction and furniture of the block—from the rough hewing of the exterior sheaf, down to the peeling and polishing of the iron bolt or axis—being wrought by a solitary engine, of no great power, placed at a distance from the scene of the exhibition. Another, and hardly less miraculous example of the possible variety of functions that may attach to one engine occurs in the victualling department, at the same port. Here, the wheat, which upon the fifth and sixth stories of the building, is thrown into large bins, whence it falls upon the grinding stones, is produced on the ground floor in the shape of large octagonal biscuits, such as even the risk of our teeth has rarely deterred us from consuming with no inconsiderable satisfaction. By means of an individual machine, the corn ground into flour is duly moistened, kneaded, rolled, cut into shape, stamped, placed in the oven and withdrawn from it, and finally carried up into a drying room in the roof of the edifice, where is generally piled up a very mountain of excellent ship bread, the mere sight of which would cause famine itself to give up the ghost, and commit suicide out of sheer despair.—*English paper.*

From a Correspondent of the London Times.

FAILURE OF THE EXPEDITION OF DISCOVERY TO THE NORTHWEST COAST OF AUSTRALIA.—Letters were received on Saturday by the council of the Royal Geographical Society from Messrs. Grey and Lushington, who, it will be remembered, sailed from the Cape in October last, with the design of penetrating from the northwest coast of New Holland to the interior. The letter of the last named gentleman, which is dated Cape-town, June 30, simply announces the fact of the failure of the expedition, and of his intending to sail as soon as he can procure a passage homewards. He also states that Mr. Grey was waiting at Port Louis, with the same intentions. But the communication from Mr. Grey, which bears the earlier date of June 3, and is written from Port Louis, enters into some interesting particulars. It appears that the adventurers met with decided hostility on the part of the natives, almost from their landing. The utmost extent they reached inland was about seventy miles, and from this point they were obliged to retrace their steps in consequence of a severe spear wound received by Mr. Grey. Upwards of thirty natives, headed by a chief from whom they had uniformly encountered every opposition, there attacked that gentleman, who had only two companions with him; but it would seem that no aim was taken by any of the adventuring party until Mr. Grey was wounded, when, in self-defence, he was obliged to shoot the poor savage, on whose fall his followers ceased from hostilities. Mr. Grey speaks sufferingly of the unerring precision with which the natives throw their spears, having been struck three times successively by the chief, although dangerously wounded by the third spear only. He states this chief to have been a half-caste, and that he saw several whites, or who seemed such, in the course of his wanderings, but that they could never be induced to approach, taking at once to flight. For twenty miles from the coast he found the country a sterile desert; but here its face changed to a verdant landscape, and rich, generous soil. A noble river, about 200 yards broad, was observed here; however, the letter makes no mention of fur-

ther particulars concerning it, or of the direction in which it flowed. The most curious circumstance mentioned by Mr. Grey is the discovery of several troglodytal paintings, presumed to be the work of the aborigines, which evince considerable knowledge of effect. As an instance of this he adduces some representations of the human hand, made, apparently, in the manner of a cast on the surface of the rock, and painted black, whilst the surrounding part is colored white.

From these paintings, and a variety of collateral proofs, which he says he has collected, Mr. Grey is led to infer that the natives on this part of the coast are of Asiatic descent—a conjecture, indeed, rendered extremely probable when we consider that the islands of the East Indian archipelago form a series of steps, as it were, from the eastern continent of Australia. Mr. Grey concludes his letter by expressing his satisfaction at having been enabled to introduce various useful animals into this part of New Holland, with different seeds and plants, all of which, more especially the bread fruit tree, he left evidently thriving. The expedition was five months in the country, and the farthest point reached by it from Hanover bay, the landing-place, 15° 36' S. lat. Contrary to the statement of Mr. Lushington, that both were about to return home, Mr. Grey states that he is resolved to start on another attempt, but to make it further to the southward.

From the foregoing it will be seen that the letter is a hurried one, and leaves many points untouched, of interest both to the public and the friends of the adventurers. Captain Wickham, who had command of the nautical part of the expedition, is only incidentally mentioned; but it is satisfactory to know that all are well.

From the London Morning Chronicle.

THE FRENCH ARMY.—The accusation brought by Gen. Bugeaud against Gen. Brossard, and the recriminations of the latter, have brought to light certain facts relative to the mode of administering and carrying on affairs at Algiers, which account, in some measure for the circumstance of African colonization finding so many abettors amongst the military and functionary class. In the Chamber of Deputies M. President Dupin, M. Baude, and many others, exclaimed loudly against Algiers as a sink of corruption, and as tending to give undue predominance to the military spirit, as well as materially to render that spirit corrupt. The trial of Gen. Brossard offers, unfortunately, flagrant proofs how truly founded were such suspicions; There can be no doubt of Gen. Brossard having put in his pocket the price paid by the French Government for the revictualling of Tlemcen, which Abdel-Kader himself furnished at the ransom of his prisoners. Had the General been condemned on this, which amounts to extortion, the result would have been his being sentenced to the galleys. The court martial, however, shrunk from this, and with justice, since such acts seem to have been the fashion with all in the Regency. On the trial, General Bugeaud repeated the following expressions of Gen. Brossard, in the midst of a circle of officers:

"Military spirit is declining in France; no wonder military men are no longer recompensed. As the old Greek song says, 'his sword alone ought to provide the soldier with good viands, pretty women,' &c. Napoleon understood this, and gave full liberty. In conquered countries the soldier was master in the house of the peasant. Generals raised contributions and grew rich."

Gen. Brossard is the old imperialist soldier, and naturally regrets by-gone times. The roundabout way of making money by the supply of provisions did not satisfy him, nor yet did his winking at the conveyance of arms and iron to Abdel-Kader sufficiently fulfil his desires. Not to have made a fortune in six months appeared to him a hard case.

"Why," asked the President of the court martial of the Jew Durand, "did you give Gen. Brossard the 30,000 francs he demanded?" "It was not for the pleasure of giving them," replied Durand, "but if in giving 30,000 francs I gained 100,000, the affair was profitable. In Africa the protection of the generals who command is every thing."

If, however, General Brossard alone had shown symptoms of facility in receiving money, it might be said that he formed an exception. Unfortunately his accusations against Gen. Bugeaud are met by the latter with a partial admission.

Gen. Brossard, in his exculpation, accused Gen. Bugeaud of having stipulated 180,000 francs for himself in the treaty of the Tafna, and that the price of this gift of 180,000 francs was the exile from the French territory of certain chiefs particularly odious to Abdel-Kader, and, consequently attached to the French. The latter circumstance Gen. Bugeaud denies, adding, as proof, that he remains on friendly terms with these chiefs. But as to the fact of the 180,000 francs to be received from Abdel-Kader, he admits it, and adds that he had communicated it to the Minister, Mole, who sanctioned it, as well as the use to be made of it. This use was to send one hundred thousand francs to his department at Exiduil, to ameliorate the state of the roads there, and to divide the remaining eighty thousand francs amongst his officers. Of these, 10,000 francs were to come to Gen. Brossard's share. He thought the partition unfair, and with some reason; he accordingly refused to accept. Another fact brought forward and admitted by Gen. Bugeaud is still more characteristic. M. Puig, a Spanish merchant, came to Gen. Bugeaud, and proposed introducing a cargo of iron and other commodities, in the hopes that a treaty would take place with the Emir. He offered 20,000 francs to Gen. Bugeaud as the price of the necessary information. The offer produced not the expulsion of the offerer from the General's chamber or tent, but an acceptance of the offer. The General says he regretted the bargain, and wanted to undo it, but the merchant was not to be found. M. Puig came back, however, with the money, at least with 12,000 francs, which Gen. Bugeaud took, and sent 7,000 of them to his department for the amelioration of its roads. After receiving the money and sending it to France, his conscience again smote the General, and he returned the money to the Spanish merchant. But what was the fact? Why, that Puig was employed by Gen. Brossard to make this offer to Gen. Bugeaud, and to tempt him. Gen. Bugeaud fell into the trap, and now admits the fault. Then follows a story, admitted by both, of 20,000 francs which Gen. Bugeaud winked at Gen. Brossard making upon 20,000 muskets that the French Government was to furnish Abdel-Kader. All these form a disgraceful series of revelations, at which the French journals blush. The thought of what foreigners will think of the French army and its commanders galls them. The chief consideration should be, what must the Arabs think, or Abdel Kader himself, of the European civilization to which they are told to give way.

NORTHERN SCIENTIFIC EXPEDITION.—The papers have mentioned the return of the French corvette *Research* from her exploring expedition on the coast of Norway and Spitzbergen. On her outward passage she arrived at Drontheim, in Norway, on the 27th of June, and there took on board a large addition to her scientific corps, including several gentlemen of considerable celebrity. On reaching Drontheim, they were surprised to find the mountains covered with snow; yet the heat was so oppressive, that they slept during the day, and performed their work in the night, as the light was sufficient to enable them to make their excursions at midnight. They arrived at Hammerfest on the 11th

of July, and on the 14th sailed for Spitzbergen and the island of Beeren. They stopped six days at a port of Spitzbergen; and having sailed again, their advance was intercepted by mountains of ice, and they returned to Hammerfest, where they all arrived in good health on the 12th of August. Several of the scientific gentlemen resolved to spend the winter at that place. Five of them embarked in a Norwegian vessel for Alten, and several of them proposed to return to Sweden by crossing the mountains. Others returned to France in the *Research*. The reports of these gentlemen must possess a high degree of interest.

AN OLD MAN OF WAR.—The *Temeraire*, an old worn-out man of war, and one of the most famous ships in the Royal navy, is now in the dock at Rotherhithe, to break up, and be sold for old stores. Next to the *Victory*, she was the most conspicuous and the most destructive opponent that attacked the French fleet in the ever memorable battle of Trafalgar. The *Temeraire* was pierced for 98 guns, but she carried 102. She was commanded in the battle by Captain E. Harvey, and had a crew of 600 men; she was ordered to go ahead of the *Victory*, to prevent Nelson from being exposed to the full force of the enemy's fire; but so great was Nelson's ardor to begin the fight, that he commanded the *Temeraire* to keep astern, which she did, in company with the *Leviathan*. The *Temeraire* then attacked the *Redoubtable*; after a furious cannonade, and the infliction of much mutual damage, the main-mast of the *Redoubtable* fell across the poop of the *Temeraire*; upon which a body of men, led by Lieutenant Mould, rushed into the *Redoubtable*, and took possession of her, after some further fighting. Some have disputed the claim of the *Temeraire* in this instance; but the majority agree that she took the *Redoubtable*. After this the *Fougueux* endeavored to take the *Temeraire*, but the latter, pouring in her full starboard broadside, at half a cable's length, committed dreadful havoc throughout the French vessel, which soon fell on board the *Temeraire*, and was then taken possession of by a party led on by Lieut. T. F. Kennedy. Capt. Baudouin, the French captain, was found mortally wounded on the deck of *Fougueux*. The masts, rigging, and hull of the *Temeraire* suffered dreadfully. Capt. Harvey, a gallant and skilful officer, was killed, as were also a lieutenant of marines, the carpenter, a midshipman, 35 seamen, and 8 marines. About 80 officers and men were wounded. Capt. Spear succeeded to the *Temeraire*, which bore the flag of a rear-admiral in 1811. But ships must die as well as men. War and hard service had so debilitated the brave old *Temeraire*, that it was long since found she could never more be fitted out for sea, and she was left to decay at Sheerness until she was bought by Mr. Beatson last month at a Dutch auction held by the Commissioners of the Admiralty. Mr. Beatson gave £5,538 for her.—*London Herald*.

COMMODORE BARRON.—We have extracted to-day from the *Richmond Whig* an article commenting on the peculiar hardship and injustice of the case of this officer, now the highest in the navy; and, indeed, there is much in it to excite the surprise, if not the displeasure of the public, that an officer of his rank and acknowledged merit, after going through the ordeal, and being honorably acquitted by a court of his peers, in 1821, and thereupon restored to his rank by the President of the United States, should yet be denied those rights to which his rank entitles him, and virtually doomed, without any assignable reason, to a state of disfranchisement. We leave it to others who are more conversant with the facts, to investigate and expose the causes which have operated this cruel persecution of a gallant and high spirited officer; and while we enter our protest

against it in behalf of the individual, we cannot but entertain our apprehensions of evil to the navy from this example of perfect immunity to inflict a wrong, despite of the legal usages of that branch of the public service; a wrong the more intolerable as it strikes at what is dearer to the man of chivalrous feelings than life itself—his good name—which every honorable man feels more solicitous to transmit to posterity than to bequeath mines of wealth. It is not for us to say to whom this abuse is to be charged, or how it is to be corrected. Its existence is too clearly manifested in the case of Commodore Barron, who, from no imaginable cause, save that of misfortune, has been its victim for years, and whose honorable sensibilities have been perpetually lacerated under its infliction; and to Congress must we look for the remedy, however the menials of the Administration may scoff at the idea, and scornfully declaim against officers of the navy "tagging at the heels of members of Congress" to obtain a redress of their grievances.—*Norfolk Herald*.

—
From the Richmond Whig.

COMMODORE BARRON.—We request the reader's attention to "A Virginian," in the paper of the day.

The name of Barron was once a theme that stirred the feelings of the country. The passage of 30 years has swept from the stage the large majority of the generation of 1808, and possibly the greater number of the present have scarcely heard of the affair of the Leopard and the Chesapeake, which created so powerful a sensation when it occurred.

Commodore Barron appears to be one of those men upon whose birth hostile planets shed a baleful influence. He has been, for thirty years, the victim of adverse uncontrollable circumstances. With a courage, endowments, and reputation which promised to place him early in life at the head of the navy, he has been driven from post to pillar—his fame sacrificed to faction—and now, when seniority has put him the first in rank, and he has long since expiated his sentence, the rights which his commission confers are withheld from him. He was certainly unjustly condemned in 1808, and thrown overboard for political reasons. Driven to Europe to seek the means of subsistence, he was prevented, by an irresistible concurrence of events from returning in time to share in the war of 1812, although his sentence of suspension expired in 1813. * * *

New parties have arisen, and in turn succeeded to power, but none have thought it worth while to do justice to Barron. Old factions which had oppressed him have expired, and their very names are almost forgotten—but Barron's wrongs remain in a great measure unredressed to this day.

We propose, at no distant time, to review the incidents of Commodore Barron's life, with a view of calling public attention to the injustice done him.

COMMODORE BARRON.

MESSENGERS. EDITORS: In passing from Philadelphia to Baltimore, not long since, we had the pleasure of travelling with a party of naval officers, who happened to be on board of the boat.

Having been introduced to one of these gentlemen before quitting the city, we were by him made acquainted with the rest of his agreeable and intelligent companions. Several States of the Union we found were well represented in this little assemblage of Ocean wanderers, and we were gratified to find two very worthy ones from our native State, the Old Dominion. Various topics were broached and discussed with much good humor and vivacity, when at length the conversation directed itself to the singular features and eventful life of Com. Barron.

In all that related to this veteran of adversity we had ever felt the deepest interest, and have in vain sought for information which might be relied upon. We soon discovered that the persons present belonged to none of the old factions, and that although

they accorded to Rodgers, Decatur, and others, high praises as officers, they nevertheless animadverted, with great severity, upon their cruel and relentless persecution of Barron.

One of the gentlemen present seemed to have paid particular attention to Com. Barron's case, and called to our notice many facts which, he said, had been derived from an examination of the proceedings of the Court held on the Commodore, 1808. We expressed to this officer a desire to see that trial, and he, with great kindness, promised to procure us a copy. This promise he has since redeemed, and we have just laid the interesting document aside, after having given it an attentive perusal and close examination. Need we say to those who have taken pains to sift this singular case to the bottom, what conclusions have been irresistibly forced upon us? And we say, that in Barron's case, a high minded and gallant officer was sacrificed in the most wanton and unworthy manner. And we say, that, without any thing deserving even the name of evidence, he was subjected to heavy punishment and sufferings, which humanity could scarcely bear. Finally, need we say that our bosom thrilled with indignation at the remembrance of such wrongs having been heaped upon an innocent citizen of our native State? Why, let us ask, has Virginia, for thirty years, remained listless and indifferent to the fate of her injured son? Has she taken the trouble to inform herself of the true merits of his case? Certainly she could not have done so, or we should not now behold one of her persecuted offspring consigned to neglect, whilst others, who do not possess a tithe of either his worth or abilities, are basking in the sunshine of favor.

Com. Barron's case has no connection with the party questions of the day. He has suffered many wrongs from all parties, from Mr. Jefferson's time to the present moment; and, unless a long course of injustice may be thought to divest itself of its enormity by the length of its continuance, we trust a stand will be taken, late as it is, by his native State to arrest the hand of persecution. A VIRGINIAN.

THE LATEST NEW PACKET.—We recollect that, thirty years ago, when the ship Manhattan was launched—she was about six hundred tons burthen—all New York crowded down to see her. She was the wonder of the day; and it was then believed that she was the *ne plus ultra* in ship-building: that she was not only the largest and finest vessel ever built, but that ever could be built. From that day to this they have gone on, improving and building, until they have now got to a point of perfection that one would hardly suppose could be excelled. Our ships, and particularly our packets, are admired by all nations, wherever they go; and, although we do not admit that we cannot, by our skill, ingenuity, and capital, go on improving, the world admit that America is without a rival in the noble art of building this description of vessels.

We have, from time to time, given descriptions of the various ships that have been put afloat by the enterprise of our merchants; and we have now another to add to the number; this is the ship Roscius; built by E. K. Collins; belonging to the Liverpool Dramatic Line, and to be commanded by Captain John Collins. She is the largest that has yet been built; and, for strength and beauty, is a noble specimen of American ship building.

The following are her dimensions:

Burthen,	1,100 tons.
Length of main deck,	170 feet.
Length of spar deck,	150 "
Breadth of beam,	36 1/2 "
Depth of hold,	22 "
Height of cabin,	6 1/2 "
Height from keelson to the main truck,	187 "
Length of main yard,	75 "

Her length of keel is equal to one of our largest frigates. Her cabin is of extraordinary beauty and size; her state rooms are quite comfortable sized sitting rooms, affording berths for forty persons, either singly, in pairs, or families. The whole interior is far superior to any parlor or saloon that can be found on shore. The whole interior of the cabin is constructed of satin wood, inlaid with ebony; rose wood, inlaid with gold, contrasted with white pillars, inlaid also with gold; marble mantels, and German silver grates. In the ladies' cabin is a beautiful representation of John Kemble in the character of Cato, on stained glass. The cabin windows are also of stained glass, the centre representing Neptune in his car, with his Trident; the sofas are all of the richest velvet, and, and the carpet the most costly Wilton—the drapery, scarlet merino, with white curtains.

On the spar deck is a Saloon, well protected from the weather for the accommodation of passengers.

The following are the name of the architects, artists, and mechanics, engaged in the construction and ornamenting of the ship:

Brown & Bell, builders.

Elliot Higgins, rigger.

Youngs & Cutter, joiners.

Devereaux, Davis, & Pitou, gilding and ornamental works.

Charles Dodge, carver.

Peter Whirtenour, smith.

This fine vessel will sail on her day, the 25th of November, and will stow about 3,200 bales of cotton under deck. We feel confident that every American, when he sees her in a foreign port, will feel proud of the pre-eminence of American architecture. She will cost one hundred thousand dollars. At present she lays at the end of the dock, where it is difficult, if not dangerous, to get on board—in about a week she will have a good berth, and may be visited by the public.—*New York Express.*

THE SAILORS' HOME.—The first day of the present month concluded one year since the Sailors' Home, in this city, under the direction of the American Seaman's Friend Society, went into full operation. The following are some of the results: The house will accommodate seventy men at one time; from twenty-five to fifty boarders have been constantly in the house, and very frequently it has been filled to overflowing, and men who would gladly have remained there, have been constrained to seek other lodgings. The total number of men who have been boarded at the house during the year is twelve hundred. Of these, one hundred and eighty have signed the pledge of total abstinence from all intoxicating liquors since coming to the house; seventy have deposited their earnings in the Seamen's Savings Bank; the total amount of whose deposits, during the year, is a little rising of \$5,000. About two-thirds of these are men who never deposited a dollar in the Savings Bank before. In addition to the money thus saved, it is known that many of the boarders have sent away large sums of money to their parents and other friends in the country. The utmost decorum has prevailed in the house during the whole time, and no difficulty has appeared to prevent a due regard to the Sabbath, and the maintenance of family worship. It is believed that full satisfaction has been given to the boarders in regard to their living; the amount of charge for board has been moderate, and never exceeding that charged at other houses; and the amount received has paid every expense, except the rent of the house, and afforded the keeper a fair compensation for his services. It is no longer an experiment, or a question of doubtful issue, whether a boarding-house for sailors, of a suitable character, can be sustained in a large

city. It has now been tested, and most triumphantly settled.

A second house, of the same description, is about to be established.—*New York Express.*

A SOLDIER AT ANCHOR.—A military officer who most cordially detested the halberds, used as a substitute for flogging, to expose delinquents upon a parade with a large iron bomb-shell attached to one of their legs. One day, when several men were undergoing the punishment, a sailor, who by chance had strolled near, called out to his companions, "My eyes, shipmates! only just look here, I'm blest if here isn't a sodger at anchor."

M. Arago, in aid of a project of the sea captains of Havre for establishing an observatory at that place, for the purpose of observing and regulating the movements of chronometers, and of affording an opportunity to navy officers to practise in astronomical observations, under the direction of a skilful professor, has agreed to furnish, at his own expense, the necessary instruments. A spot has been selected, adjoining the garden of the Mayoralty, as a suitable place for the erection of a building for the purpose.

SELECTED POETRY.

THE SAILOR'S GRAVE.

Our Bark was out—far, far from land,
When the fairest of our gallant band
Grew sadly pale, and waned away,
Like the twilight of an autumn day.
We watched him through long hours of pain,
But our cares were lost, our hopes were vain;
Death struck, he gave no coward alarm,
For he smiled as he died on a messmate's arm.

He had no costly winding sheet,
But we placed a round shot at his feet.
And he slept in his hammock as safe and sound
As a king in his lawn shroud, marble-bound.
We proudly deck'd his funeral vest
With his country's flag about his breast.
We gave him that as the badge of the brave,
And then he was fit for his sailor's grave.

Our voices broke, our heart's turn'd weak,
Hot tears were seen on the brownest cheek,
And a quiver played on the lips of pride,
As we lower'd him down the ship's dark side;
A plunge, a splash, and our task was o'er;
The billows roll'd on as they roll'd before.
But many a rude prayer hallow'd the wave
That closed above the sailor's grave.

SONG AT SEA—BY J. RODMAN DRAKE.

Sleep, lady, sleep!—the planets weep
Their star-dew on the midnight deep,
The moonlight beam shines on the stream,
To light the water spirit's dream.
Oh, softly thus shall slumber shed
Her lulling dews around thy head,
And fancy's beamings sparkle high,
As brightly on thy dreaming eye.

On favoring tides the vessel glides,
The sea fire sparkles round her sides;
And in the sail the evening gale
Is whispering low a soothing tale.
Yet, lady, sleep; in visions sweet
A dreamy scene thy gaze shall meet;
And while the tall ship slowly moves,
Thy heart shall fly to friends it loves.

But hark! the cry from topmast high—
Its accents tell that land is nigh;
And dimly seen, the headland green
Is breaking through the midnight screen.
Then, lady, wake! our home is nigh;
Ah! ne'er can rise on fancy's eye
A spot beneath yon azure dome
So lovely as the land of home!

WASHINGTON CITY ;
THURSDAY, NOVEMBER 15, 1838.

THE PAYMASTER GENERAL has issued a Circular, authorising the Paymasters to pay out, where they may be acceptable, notes of the Bank of the United States. We hope our subscribers in the army will secure as much of this kind of money as will answer for remittances, it being at par here. We have suffered great loss of late years, in discount on uncurrent notes, the rates ranging from two to five, and ten, and sometimes twenty per cent.

The frequency with which letters are addressed to the editors of this paper, postage unpaid, in most cases to request a change of address or a missing number, have compelled us to refuse all which are not paid, unless they contain remittances, or are from known correspondents. We shall for the future notice such as are refused, giving the postmark, and the name of the writer when it can be discovered. Among those recently returned, of which no memorandum was kept, were two or three from Whitesville, Flo., and two from New York city. Correspondents who find their requests not complied with, may infer the cause, if their letters were not post-paid.

We have lately had an opportunity of examining a beautiful specimen of ornamental writing, on parchment, intended for the patent of the land granted to the Cherokees, under recent treaties providing for their emigration West of the Mississippi. The design and the writing are by WASHINGTON HOOD, an accomplished draughtsman, late of the U. S. army; and the ornamental part is by J. G. Bruff, a native of this city, and a promising artist.

The dimensions of the sheet of parchment on which the patent is drawn are three by two feet.

The design is of the general form of an ellipse, its transverse being 26, and its conjugate axis 22 inches. On this are arranged 26 golden stars, at equal distances, indicative of the number of States constituting the Union at the time the treaty was confirmed, linked together by a chain of silver, in which an olive branch is interwoven, and bound to the chain at the bottom by a blue ribbon, bearing the inscription "*E pluribus unum.*" The frontispiece of the patent consists of drapery formed of United States and regimental flags; on the centre of which a medallion plate, with rays of gold, is introduced, representing a white man and an Indian in relief, joining hands—the former presenting and the latter receiving, the document assigning him a permanent resting place on the face of the earth. Beneath this medallion the sword and tomahawk repose in peace, a single wreath encircling them both. Above the whole the eagle floats, bearing the shield, arrows, and branch of peace, representing the arms of the United States.

The patent is written within the design forming the border, and makes over to the Cherokee nation of Indians the gross amount of *fourteen millions three hundred and seventy-four thousand one hundred and thirty-four acres* of land west of the Mississippi, and in the vicinity of the Arkansas and Canadian rivers.

Our treaties with foreign powers have always been tastefully ornamented, and the interchange is attended with a formal solemnity. This is the first attempt, we believe, to introduce a similar practice in our intercourse with the Indians, and we have no doubt it will be a pleasing and acceptable testimonial to them. They will certainly feel assured that by this instrument the faith of the United States is pledged for their permanent occupation of the new home allotted to them.

It is intended, we understand, that all future patents of lands, granted to the Indians as a permanent abode under treaties, shall be finished in a similar ornamental manner. The execution of the one we have seen does infinite credit to the taste and skill of the two gentlemen who have been employed upon it.

The rebellion in Canada and on our frontiers bordering thereon, has again broken forth, and manifested itself in various acts of violence and bloodshed. From the disposition of the British troops, it appears to be impossible for the revolutionists to make much progress in subverting the Government, though it is impossible to ascertain how extensive the disaffection may be. If Congress should not authorize an increase of the permanent military force on that frontier, our Government must certainly be obnoxious to the charge of imbecility, as well as insincerity, so often alleged by the Canada and British presses.

Major Gen. MACOMB, Brig. Gen. WOOL, Major A. S. MACOMB, A. D. C., and Capt. E. SCHRIVER, Ass't Adj't General, arrived in Washington a few days since from the Canada frontier.

Gen. WOOL has returned to the north.

Major Gen. GAINES arrived at New Orleans on the 2d inst. from St. Louis.

Capt WILLIAM COMPTON BOLTON has been appointed to the command of the United States frigate Constitution. Purser H. Etting and Chaplain P. G. Clark are the only other officers as yet ordered. The Constitution will not probably sail before the 1st February.

Purser E. T. Dunn, and Assistant Surgeon R. S. Addison are ordered to the frigate Macedonian.

It is not often that we give utterance to the vagaries of Madam Rumor, but as she sometimes comes near the mark, and as the earliest intelligence of all that has happened and is to happen is eagerly sought after, we give the following, not vouching for the correctness of any part thereof.

Commodore RIDGELY is to have the West India squadron, and Commodore CHAUNCEY the New York navy yard again.

Commodore BARRON to come in to the Navy Board as President, and Commodore MORRIS retires—but whether on other duty or on leave, report saith not. The vacant seat at the Board is variously assigned to Commodores WARRINGTON, and ELLIOTT. If given to the former, the other to have the Norfolk yard.

Commodore DALLAS to take the Pensacola yard.

EXPLORING EXPEDITION.—We learn that five vessels of this squadron arrived at Madeira on the 16th September—all well—and would sail for Rio Janeiro, about the 26th. The ship Relief parted company four days out, bound for Rio direct.

A store ship for the squadron will sail from New York on the 20th inst. Letters, &c., forwarded to the care of the Naval Lyceum, New York, or John Barney & Son, Baltimore, (free of postage,) will be sent by her.

MOVEMENTS OF TROOPS.—Two companies (C and D) of the 2d regiment U. S. Infantry, en route from Hancock Barracks, Me., to Florida, sailed from New York on Friday last, in the ship Henry Leeds, for Garey's Ferry, via Savannah. Officers—

Captain J. J. B. Kingsbury, commanding.

Lieuts. J. W. Penrose, G. C. Westcott, E. W. Hardenberg, 2d Infy., and J. Belger, 6th Infantry.

Surgeon C. McDougall. Assistant Surgeon J. R. Conrad.

A slip from the Norfolk Beacon mentions that the following officers now on temporary duty at Old Point, will sail on Saturday next in the steam packet Neptune, to join their several regiments in Florida :

Capt. Davidson,	} 3d Artillery.
Lieut. Tompkins,	
Lieut. Frazier,	
Lieut. Newton,	} 2d Reg't Dragoons.
Lieut. Saunders,	
Lieut. Edes, 8th Infantry.	
Lieut. Pew, 1st Infantry.	

Lieut. Craig, of the 8th Infantry, is ordered to Sacket's Harbor, and Lieuts. Chandler and Glenn to Fort Jesup; Lieuts. Hanson and Lee to Fort Towson; and Lieut. Cochrane will join his regiment now in Cherokee country. Captain Davidson carries with him 150 recruits. Dr. Hughes, Assistant Surgeon, will accompany the detachment to Florida.

The frigate United States, Captain Jesse Wilkinson, arrived at Boston, on Thursday last, from the Mediterranean; left Port Mahon, 23d Sept. and Gibraltar, Oct. 8th. The following officers have returned in her; leave of absence for three months has been granted to each of them.

J. WILKINSON, Captain.

Z. F. Johnston, A. G. Gordon, G. Adams, F. B. Ellison, J. A. Davis, J. Lanman, Lieutenants.

G. R. B. Horner, Surgeon. V. L. Godon, Ass't Surgeon. D. Walker, Purser. T. R. Lambert, Chaplain. B. E. Brooke, Lieut. Marines. M. Roche, Professor of Mathematics. H. S. Stellwagen, acting Master. J. Humphreys, F. E. Barry, C. Thomas, D. Lynch, Passed Midshipmen.

G. Wells, G. H. Preble, A. S. Whittier, J. D. Todd, H. Tillotson, H. F. Porter, S. D. Vallette, Midshipmen.

R. Robertson, Captain's Clerk. W. Hart, Boatswain. S. Allen, Gunner. R. Thomas, Carpenter. G. C. O'Connor, Sailmaker.

Extract of a letter from an officer recently returned from the Mediterranean.

"Before leaving Mahon, Captain Percival arrived with the Cyane; and a great vessel she is, according to the report of her officers. She sails remarkably well, going eleven knots on a wind, is weatherly, and works beautifully.

Correspondence of the Army and Navy Chronicle.
FORT JESUP, Oct. 11, 1838.

"A rendezvous for the 3d Infantry has been established at New Orleans, by orders from Washington.

"No military news on the S. W. frontier. All is quiet on the Texas borders, although some of the Texians think that there will be much trouble this winter with the Indians and Mexicans.

"Red river is so low that steamboats cannot enter the mouth of it."

TO CORRESPONDENTS.—The poetical extract from a Boston paper, and the letter of "Justice" from Newnansville, Florida—were received too late for this number, but will be inserted in our next. What has become of Zeb, who promised long since to nib his pen to a sharp point? The card from Col. Cummings and other officers to Capt. Foster, with his reply will be found on the last page.

APPOINTMENT BY THE PRESIDENT.

DAVID FULTON, to be Surveyor General of Public Lands, in the State of Arkansas, in the place of R. D. C. COLLINS, declined.

In Baltimore, on Tuesday, 6th inst., Benjamin T. Wilson was tried on two different indictments for forging the name of John Thomas, Esq., Navy Agent, and endeavoring to pass off the false checks. He was found guilty in both cases.

ARRIVALS AT WASHINGTON.

Nov. 6—Ass't. Sur. G. R. Clarke,	Georgetown.
7—Lieut. R. C. Gatlin, 7th Infy.,	Gadsby's.
Lieut. A. S. Taylor, 5th Infy.,	J. S. Meehan's.
8—Gen. J. E. Wool, Insp'r. Gen.	Fuller's.
9—Lt. W. R. Palmer, Top. Eng'r. Keller's,	F St.
Lt. Col. J. Kearney, do.	F Street.
Lt. J. N. Macomb, do.	Georgetown.
12—Lt. J. H. Gore, 4th Infy.	Brown's.
Lt. C. Hanson, 7th Infy.	I. K. Hanson's.
Lt. B. S. Roberts, 1st Drags.	Gadsby's.

PASSENGERS.

CHARLESTON, Nov. 1, per ship Francis Depau, from New York, Captain J. R. Vinton, of the army. Per steam packet North Carolina, from Wilmington, Capt. J. M. Washington, of the army. Nov. 2, per ship Formosa, from New York, Major C. Mapes and Lieut. R. C. Smead, of the army. Nov. 6, per steam packet N. Carolina, from Wilmington, Major J. L. Gardner, of the army.

SAVANNAH, Nov. 1, per ship Colchis, from Philadelphia, Major F. S. Belton, of the army, and lady. Nov. 3, per steamboat Wm. Seabrook, from Charleston, Capt. Paine, U. S. N., and Capt. Washington, U. S. A.

BALTIMORE, Nov. 7, per ship Herald, for Pensacola, Major W. H. Chase, of the army; Lts. J. S. Nicholas, J. J. Boyle, Passed Midshipmen J. B. Marchand and W. Gwathmey, Assistant Surgeon S. A. McCreery, and Acting Purser T. P. Blair, with a draft of thirty-one seamen, to join the U. S. Revenue cutter Woodbury.

MOBILE, Oct. 24, per ship Alabamian, from New York, Lieut. W. E. Hunt, of the navy, and Capt. J. G. Barnard of the army. Oct. 29, per ship Tuskuina, from New York, Capt. J. Smoot, of the navy.

NEW YORK, Nov. 9, per ship Albany, for Havre, Lt. E. M. Vail, of the Navy, bearer of despatches to our Minister at Paris.

The steamboat Rodney, Woods, 7 days from St. Josephs, Florida, having, in tow schooner Octavia, Dorman, and schooner Vesper, arrived at New Orleans on the 2d inst., with 302 Seminole Indians on board, emigrating to their new home in the west, appropriated to them by the Government. They encamped on the west side of the river, near the Second Municipality Ferry Landing, and are in charge of Maj. Daniel Boyd, United States Immigrating Agent.

COMMUNICATION.

ON CONVERSATION.

MR. EDITOR: Have you ever met with man or woman, in your social, political, or military relations, who, in discourse, was "sharp and sententious; pleasant without scurrility; witty without affectation; audacious without impudency; learned without opinion, and strange without heresy?" I anticipate your answer—such a person has no existence in the present day. Such, however, was Shakespeare's conception of colloquial excellence: but the table talk of the schoolmaster existed only in the imagination of the immortal poet.

Doctor Johnson, in his remarks, says, "It is very difficult to add any thing to his character of the schoolmaster's table talk, and perhaps all the precepts of Castiglione will scarcely be found to comprehend a rule for conversation so justly delineated, so widely dilated, and so nicely limited."

If we cannot fill ourselves with such excellence, we can strive to imitate it in some degree. Let every one do so, and "depredators on conversation," punsters, and prozers, will cease to exist, and the world be made happier. C.

DOMESTIC INTELLIGENCE.

FLORIDA WAR.

Extract from a letter of an officer of the army, dated TAMPA BAY, Oct. 20.

"About one hundred and sixty Indians drew rations yesterday; every day brings a new addition—about one hundred have come in since last I wrote; those that are here are principally Mickasukies and Tallahassee, heretofore famous for their hostile character."—*Globe*.

From the St. Augustine News, Nov. 3.

The schooner *Escort*, Cooper, from New York, bound to Whiteville, (Fa.) sprung a leak, and was run ashore on the 27th October, on Matanzas Bar, to save the lives of her passengers and crew.

From a letter dated Garey's Ferry, Oct. 31, 1838, to a gentleman in this place:

"All is bustle here—Col. Twiggs, 2d Dragoons, and Col Cross, Quartermaster General of the army in Florida, leave for Fort Mellon.

A post will be established at Volusia, garrisoned by six companies of the 2d Dragoons. The 1st and 6th Infantry, and a portion of the 2d Dragoons, to concentrate at Micanopy. The 3d Artillery and 8th Infantry are ordered to Florida immediately.

Gen. Taylor has left for Tampa Bay, and it is currently reported that Sam Jones will come in, and that the war is about being closed."

DISPOSITION OF TROOPS.—The first Infantry are to concentrate at Fort Clinch, on the Withlacoochee. Six companies of second Dragoons will proceed, in a few days, to Volusia, to operate in that vicinity, towards Fort King and the Ocklawaha—and New Smyrna will be re-occupied.

Brevet Maj. Ashby, 2d Dragoons, is charged with the examination of the country east of the St. Johns. Companies A and D, 2d Dragoons, are assigned to that duty, as is also a portion of Capt. Mickler's company, Florida volunteers.

Company E, 4th Artillery, will be divided between the posts of St. Augustine and Fort Peyton.

Captain Mickler's company is assigned to the following posts:—1 Sergeant, 1 Corporal, and 8 privates to Picolata. 1 Lieutenant, 1 Sergeant, 1 Corporal, and 12 privates to Fort Hanson. The remaining portion of the company will, under command of the Captain, accompany Major Ashby.

All the sick in General Hospital at Picolata will be sent to St. Augustine.

Surgeon De Camp, and Assistant Surgeon Byrne, are assigned to duty in the field, with the 2d Dragoons.

Surgeon Maxwell, 4th Artillery, Surgeon McLaren, Wady Hill, Ga.

Changes at the Post of Fort Marion.—Captain Waite relieves Capt. L'Engle, who goes to Volusia—Lieut. M'Lane, Topographical Engineer, ordered to Okefeenokee—Lieut. Ridgely, acting Ordnance officer, relieved by Lieut. Pemberton—Lt. Ridgely, Assistant Commissary—Lieut. Bradford, commanding company E, 4th Artillery; Dr. Weightman, Assistant Surgeon.

BY THE EXPRESS MAIL.

From the Savannah Georgian, Extra, Nov. 8.

By the steamer New York, Capt. Wright, arrived yesterday from Garey's Ferry, we have received the following from our attentive correspondent:

FORT HARLEE, (E. F.) Oct. 30.

MR. EDITOR: Accompanying this, I send you a copy of a general order, announcing the disposition of the troops for the approaching campaign, and extracts from letters received from two officers of great intelligence.

Although Gen. Taylor feels very confident that he can bring the war to a close by negotiation, yet he is unwilling to trust the wily savage; and his arrangements are being made with a view to avail himself of the assistance of force, should it be found necessary.

A letter from a friend at Tampa Bay is received, giving the best news ever yet received; and his authority is of the highest value. He says, "a number of Tallahassee and Seminoles proper are here; from 170 to 200, in families. Among them is Euche-thlocko-Emathla, the prime minister of the Tallahassee, and the family of Echo-Emathla, king of that band. Several minor chiefs are here; and a principal sub-chief of the Mickasukies, named Coosa-Tustenuggee, was recently in, and gave a very reasonable and favorable talk. He has since sent in a runner, to say, that by the fall of this moon, he will be in with a number of his people, not to go out again. Sam Jones is very sick, and perhaps, by this time, dead, and with his people, on his way to this place, (Tampa.) He sent in a runner to Corza, (Alligator's step-son,) to say that he would make a large fire down the bay, when Corza must go out and meet him, and then escort him in here. Should Sam Jones come in, or die, the long agony is over. You perhaps know, that I have never been sanguine; perhaps less so than any officer in Florida; but I now think matters more favorable than they have ever been before, and I confidently expect to see most of all those now out, on board ship, perhaps earlier than March or April.

The above is highly gratifying to Gen. Taylor, and confirms all his favorable anticipations, of the early settlement of this infernal war. He has succeeded in shipping every one of the Appalachicola Indians, (about 280—say 90 warriors;) and this is a most important point gained. It will have a very strong influence on the main point. Gen. Taylor's grand talk according to all his arrangements, is to take place at Tampa Bay, on the 6th November.

HEADQUARTERS—ARMY OF THE SOUTH, }
Fort Harlee, (E. F.) Oct. 30, 1838. }

ORDER No. 68.

The season for active operations having arrived, the troops serving in Florida will be disposed of as follows, viz:

1st. The ten companies of the 4th regiment of artillery, six companies of dragoons, and Smith's and Mickler's companies of Florida militia, are placed under the immediate command of Colonel Twiggs, who, after leaving suitable garrisons at Black Creek, St. Augustine, Fort Peyton, New Smyrna, Forts King, Mellon, Micanopy, Picolata, Hanson, Walker, and Harlee, will penetrate the country between the St. John's and Ocklawaha rivers, to Fort Mellon, on the first, and as high as Lake Ahapopka, on the last; and between the St. John's on the Atlantic, from St. Augustine to New Smyrna,

causing a complete survey to be made of the region designated. The swamps and hammocks will be accurately laid down, and the latter checkered with roads, wherever necessary, to prevent the enemy from locating his women and children within them. He will also establish such military posts as may serve to overawe and drive the hostiles from the country, and give protection to our frontier settlements.

2d. Brev. Col. Davenport, with four companies of the 1st regiment of infantry, and one company of the 2d dragoons, to be designated by the colonel of that regiment, will proceed as soon as practicable to re-occupy Fort Clinch, on the Withlacoochee river. He will employ that command in scouring the country between that river and the Suwanee, on the margin of the Gulf; particularly along the region of the Wacassassa. He will have a complete survey made of the theatre of his operations, penetrating such hammocks as may require it with roads, and establishing such small posts as may be necessary to drive the Indians from that portion of the territory, and to prevent their returning to it.

3d. The posts of Forts White and Fanning are also to be placed under the command of Col. Davenport.

The troops of Middle Florida, including the 6th regiment of infantry, and one company of the 2d infantry at Charles's Ferry, are placed under the orders of Lieut. Col. Green, who has already received instructions relative thereto.

4th. The three commands, above indicated, are separate and distinct, and they will report direct to general headquarters.

5th. Capt. Mackay, and Lieut. Gunnison, of the Topographical Engineers, will report to Col. Twiggs, and receive his orders. Lieut. Blake, of that corps, will in like manner report to Col. Davenport, and Lieut. McLane to the officer in command on the Okefenoke, for duty connected with that department. Copies of all drafts made by the several officers of topographical corps will be forwarded to the chief of that corps, and also to those at head quarters.

6th. Surgeon DeCamp, senior surgeon in Florida, and medical director on the east side of the peninsula, is assigned to duty with Col. Twiggs, and will designate the several medical officers within the limits of his command, as well as those round the Okefenoke, to the stations they are to occupy. Surgeon Wood, medical director on the west side, will, in like manner, assign the medical officers to their stations on that side; and also those serving on the Gulf with Col. Davenport, and with Col. Green, in Middle Florida.

7th. The Commissariat will supply the necessary subsistence from the various depots at Tampa Bay, Gacey's Ferry, and such other points as may be necessary.

8th. The senior quartermaster to Florida will assign to the several columns such quartermasters as he may deem necessary for the objects in view; and will furnish the transportation, tools, forage, guides, &c. &c., which may be required to carry into effect the duties above designated.

BY ORDER OF BRIG. GEN. TAYLOR:

J. H. LAMOTTE,

Capt. and Ass't Adj't Gen.

Extract of a letter to the Editor of the Tallahassee Floridian, dated WASHINGTON, Oct. 9.

DEAR SIR: Yourself and readers will be gratified to learn that Governor Call, who is now here, has had some most satisfactory conferences with the President and Secretary of War, on the subject of our Indian relations. Every feeling of an unpleasant kind between him and the Secretary has been removed, and the best understanding now exists.

He has submitted a plan to the War Department for the permanent defence of the frontier, and for aiding the future operations of the regular force in the territory, (if the war should be protracted,) at once simple, effective and economical, and which promises the best results. It has met, I am happy to say, the hearty approval of Mr. Poinsett, and so far as is consistent with existing laws, goes into immediate effect.

It contemplates the recall of the settlers in East Florida who had abandoned their homes, and invites others to join them who are willing to be enrolled under the new organization and to fix them-

selves on the unoccupied lands. All the able-bodied men are to be mustered into the service of the United States and armed. Their first duty will be cultivation, their next military, for mutual protection in their labors, or the labors of their servants; and their next, as far as it shall not interfere with the other two, the defence of the frontier. They are to receive pay and rations, and their duties, both military and agricultural, will be alternate, and distributed as nearly equal as possible. The avails of the labor of each family are to be vested, upon some equitable principle, in the family itself. In this manner the settlers not only maintain themselves, but will be enabled, to a great extent, to supply the regular force operating below them with corn and other necessities, which can be purchased by the Government.

The plan next proposes to invite volunteers from the neighboring States, willing to enrol themselves in the service, on condition of receiving a certain quantity of land when the war terminates. This latter inducement will call into activity a great number of enterprising young men from Georgia and South Carolina, who will enter the field with energy and spirit, as well as with an earnestness to conclude the war, derived from this new incentive.

The next part of the plan proposes the invitation of persons willing to run the risk of settling and cultivating the land within the frontier line, upon condition of a pre-emption and donation right. This class will see additional security in the operation of the other parts of the plan, and will be further actuated by the hope which the whole scheme affords, of speedily ending the war, or at least driving the Indians, by a sure progress, still farther and farther down the peninsula.

Altogether, I think this suggestion the best which has been conceived, and I have no doubt it will meet with general commendation. An organization upon a similar plan, as far as it is capable of being adapted to Middle Florida, is proposed for that part of the territory. For so much of this arrangement as requires new sanctions of law, application will be made to Congress at an early period next session.

I have made this brief sketch in order to put you in early possession of the intended policy of Government in an affair of so much interest to all of us. The details, of course, will be shortly published. Gov. Call will visit the Hermitage on his way home. He leaves the place to-day.

From the Milledgeville Recorder, Oct. 30.

THE CHEROKEES.

The following extract of a letter under date of the 15th inst., from Gen. Scott to Gov. Gilmer, will be found interesting to such of our readers as are desirous of obtaining correct information in regard to the emigration of the Cherokees.

HEAD QUARTERS, EASTERN DIVISION, }
Cherokee Agency, Oct. 15, 1838. }

"The Cherokees, as it is known, were divided into two political parties—friends and opponents of the treaty of New Echota. Of the former, there were, remaining east in May last, about 500 souls; of the latter, including 376 Creeks,* a little more than 15,000. About 2,500 of the anti-treaty party were emigrated in June last, when (on the 19th) the movement was suspended by my order, until the first of September, on account of the heat and the sickness of the season. The suspension was approved by the War Department, in anticipation, by an order to that effect received a few days later. The Indians had already, with but very few exceptions, been collected by the troops, and I was further in-

* The whole number found here the last summer, most of whom had long been domesticated with the Cherokees, and with whom many of their warriors fought by our side at the battle of the Horse Shoe.

structed to enter into the arrangement with the delegation, (Mr. John Ross and his colleagues,) which placed the removal of the 12,500 immediately into their own hands.

The drought which commenced in July and continued till the end of September, caused the loss of a month in the execution of the new arrangement; detachments are now in march for the west; three or four others will follow this week, and as many more the next—all by land, 900 miles—for the rivers are yet very low. The other party, making a small detachment, is also on the road, after being treated by the United States, in common with their opponents, with the utmost kindness and liberality. Recent reports from these five detachments represent, as I am happy to say, the whole as advancing with alacrity in the most perfect order. The remainder of the tribe are already organized into detachments, and each is eager for precedence in the march; except the sick and decrepid, with a few of their friends as attendants, who will constitute the last detachment, and which must wait for the renewal of steam navigation.

"By the new arrangement not an additional dollar is to be paid by the United States to, or on account of the Cherokees. The whole expense of the removal, as before, is to be deducted from the monies previously set apart by the treaty and the late act of Congress in aid thereof.

"Among the party of 12,500 there has prevailed an almost universal cheerfulness since the date of the new arrangement. The only exceptions were among the North Carolinians, a few of whom, tampered with by designing white men, and under the auspices alluded to above, were induced to run back, in the hope of buying lands and remaining in their native mountains. A part of these deluded Indians have already been brought in by the troops, aided by Indian runners sent by Mr. Ross and his colleagues, and the others are daily expected down by the same means.

"In your State, I am confident there are not left a dozen Indian families, and the head of each is a citizen of the United States.

"For the aid and courtesies I have received from Georgia, throughout this most critical and painful service, I am truly thankful, and

"I have the honor to remain, with high consideration, your excellency's most obedient servant,
WINFIELD SCOTT."

PENSACOLA, Oct. 27.—The U. S. schr. *Grampus* arrived here on Thursday last, from a cruise on the Mexican coast, and last from the Balize.

We learn through a friend here that Com. Morris is spoken of as commander of the West India squadron; that Captains Kennedy, Shubrick, Newton, and Stevens are applicants for the Yard here. The Secretary had gone north, and no appointments had been yet made.

The Brandywine frigate is to be fitted for the Pacific. Com. Ballard had advised the Department of his intention to return home, but had been ordered to wait for a relief. The United States is ordered to return from the Mediterranean. The *Levant* was to sail the 10th to the middle of this month, for Pensacola.—*Gazette*.

List of officers attached to the U. S. ship *Fairfield*, left at Rio de Janeiro, 14th Sept., 1833—all well.

H. Y. PURVIANCE, *Lieut. Commanding*; E. G. Tilton, O. S. Glisson, Samuel Larkin, *Lieutenants*; A. J. Watson, *Purser*; J. M. Minor, *act'g Surgeon*; Joseph Moorhead, *act'g Master*; N. G. Bay, R. L. Tilghman, *Passed Midshipmen*; B. S. Gantt, Wm. A. Whitefield, J. W. Ripley, Isaac N. Morris, *Midshipmen*; W. B. Tyler, *Captain's Clerk*; A. Wilson, *Boatswain*; Geo. Siran, *Gunner*; Wm. Jordan, *Carpenter*; John Heckle, *Sailmaker*; S. Henriques, *Purser's Clerk*.

EXPLORING EXPEDITION.—By the brig *Cazenove*, arrived yesterday, we learn that the Exploring Expedition was at Madeira on the 20th September, all well—to sail soon. A British schooner from the coast of Africa was seen, a few days prior to the sailing of the *C.*, drifting towards the Brazen Head Breakers, where she would have been dashed to pieces and all on board lost. On discovering the imminent danger of the vessel, the Commodore of the Exploring Expedition despatched eleven boats to her assistance, who came up with the vessel when within a few yards of the Breakers, and with great exertions succeeded in towing her to sea.—*New York Express*.

CANADIAN EXILES.—The schooner *Perseverance*, from Bermuda, having on board a number of those who were exiled by Lord Durham from the Canadas, arrived in Hampton Roads on Thursday evening last. Among the exiles are Dr. Nelson, the most prominent of the insurgents, and Dr. Bouchet, editor of the *Quotidienne*, published in Montreal, and eight others of lesser note. They have gone on to the north.

These were the persons, to prevent the arrival of whom in this country and their return to Canada, Col. Clive, of the British army, was recently despatched express from Canada for Bermuda. The movement is of course too late.

GREAT RUN BY A BALTIMORE CLIPPER.—The ship *Ann McKim*, Captain Walker, arrived at this port yesterday, in the quickest passage ever made from Chili. She made the run from Coquimbo, one of the copper ports, in sixty days to the Capes, during which she was becalmed seven days between Coquimbo and Valparaiso. She did not touch at the latter port, but was in sight of land, and her passage from thence to Baltimore was made in the remarkably short time of fifty-three days, being, we believe, nine days less than the run from Valparaiso to Baltimore has ever before been made in. The *Ann McKim* is built very much after the model, but on a larger scale, of the celebrated schooner *Yellott*, one of the fleetest vessels that ever spread a sail to the wind.—*Baltimore American*.

FOREIGN INTELLIGENCE.

Correspondence of the National Intelligencer.

PARIS, Sept. 12.—I am sure you will be glad to learn that our American friend, Prof. Morse, of the N. Y. City University, is producing a very great sensation among the learned men of the kingdom by his Magnetic Telegraph. He submitted it to the examination of the Academy of Sciences of the Royal Institute of France, at their sitting on Monday last. Its novelty, beauty, simplicity, and power, were highly commended.

M. Arago, the learned and eminent Principal in the Astronomical Observatory of the French Government, has manifested a very lively gratification in regard to it. He addressed the Academy in regard to our countryman's inventions in terms most creditable to Mr. Morse. It is understood that a report of the exhibition will be submitted by M. Arago in the forthcoming number of the published proceedings of the Institute.

Other projects for the establishment of a magnetic Telegraph have been broached here, especially from Prof. Wheatstone, of London, and Professor Steinheil, of Munich. It is said, however, to be very manifest that our Yankee Professor is ahead of them in all the essential requisites of such an invention, and that he is in the way to bear off the palm. In simplicity of design, cheapness of construction, and efficiency, Professor Morse's Telegraph transcends all yet made known.

FRANCE, MEXICO, AND CUBA.—The New Orleans Bee, of the 3d inst. discredits entirely the story that the assembling of a large naval and military French force in the Gulf of Mexico was for the purpose of taking possession of the island of Cuba. The editor says, it is certain that the good people of Havana have not the smallest suspicion of this wonderful discovery, since the Prince de Joinville has just been received in that city with the liveliest demonstrations of respect and attention. The Havana papers announce that the Prince was greeted on his arrival with salvos of artillery, the theatres were thrown open to him, public rejoicings were made, and the city became one vast scene of festivity. This is assuredly a singular manner of welcoming an insidious foe.

The brig Ringleader, at New Orleans from Havana, sailed on the 29th Oct.; she brings information that on the 27th the Creole, under the command of the Prince de Joinville, put to sea with seven other vessels of war, in the direction of Vera Cruz. On glancing at the marine intelligence of Havana we find that the following vessels arrived successively in that port.

Oct. 20th.—From Cadiz in forty days, the French sloop of war Creole, commanded by his royal highness the Prince de Joinville. The frigate Gloire, commanded by Mr. Laine.

25th.—From the Sacrificios, the French brig of war Eclipse, Mr. Bellevoix, commander.

26th.—Likewise from the Sacrificios, the brig of war Laurier, Mr. Duquesne, commander, having lost both her masts during the gale of the 11th and 12th September, while off Vera Cruz. Sloop of war Sarcelle, commanded by Mr. B-rard.

The following vessels had left Havana:

26th.—Sloop of war Creole, commanded by the Prince de Joinville.

Brig of war Corsaire, commanded by Count de Gorordon.

French frigate Fortune, commanded by Mr. Vermon.

French frigate Gloire, Mr. Laine, commander.

The brigs of war Laurier and Alcyon, which have suffered damages in the late gale, remained at Havana for repairs.

DIRECT NEWS OF THE FRENCH BLOCKADE.—It seems at length probable that the interminable question of the Mexican blockade is drawing to a close. The French fleet, the departure of which we announced long since, has by this time arrived in the Gulf and will not delay commencing its operations. The ship Anais, from Bordeaux, has arrived in our port, after a passage of 41 days. The captain has had the kindness to inform us that while sailing near the northern extremity of St. Domingo, he met the Medee frigate of 40 guns, commanded by Mr. Leray. The two vessels sailed in company during two days. It appears that the Medee not being so fast a sailer as the other vessels composing the squadron, had lagged somewhat behind.

From the information procured by the captain of the Anais, it seems that the French fleet had sailed from Cadiz, and must ere this have arrived at its place of destination. The Medee carries a hundred artillerymen, and a considerable quantity of light ordnance, which renders it probable enough that the bombardment of the fortress of St. Juan de Ulloa is not the only object in view; but that a descent of troops is likewise contemplated. In a week or two we shall have definite information of all that transpires.—*New Orleans Bee.*

THE SECRETARY OF THE NAVY.—On Friday the Hon. J. K. Paulding, Secretary of the Navy, visited the Navy Yard of this city, and examined with attention the works and means of additional labors at that place.

On Saturday he was waited on by Commodore Stewart and other navy officers on this station—after which the Secretary visited the Naval Asylum on the Schuylkill, and was gratified to find there such admirable accommodations for men who had

Seen a little service

Where mighty billows roll and loud tempests blow.

We understand that the predecessor of Mr. Paulding required many years service as a qualification for admittance to this "Home of the brave." We cannot doubt, however, that a more liberal view will be taken by Mr. Paulding, who will find the qualification in the amount of service and the intention, rather than in the mere time. The deserving seaman who has served a time faithfully, and been disabled in that faithful service, should have a right to claim admittance, "and have his claim allowed."

There has been some mismanagement or neglect in the affairs of the naval hospital funds. The whole of the officers and MEN of the NAVY and MARINE, without exception, suffer a deduction of twenty cents a month from their wages, to build and maintain these asylums and hospitals, and we believe the Government, at the present moment, is indebted to this fund several millions of dollars. The Hon. Samuel L. Southard has repeatedly tried to have justice done to contributors to this fund. We hope now that his labors will be successfully aided by Mr. Paulding. The money of this fund was appropriated to itself by the Government during its wants last war; now we think that it should be refunded.—*United States Gazette.*

PRESENT BY COMMODORE ELLIOTT TO GIRARD COLLEGE.—During the proceedings of the city council of Philadelphia, on Thursday, Nov. 1,

The CHAIR presented the following letters from ISAAC ROACH, Esq., and Commodore JESSE D. ELLIOTT:

To W. M. RAWLE, Esq., President Common Council, PHILADELPHIA, Nov. 1, 1833.

SIR: In a conversation with Commodore Elliott, U. S. Navy, at Harrisburgh, in September last, he expressed a desire to present to the city of Philadelphia a Sarcophagus of much value, brought by him to this country. I suggested the Girard College as a suitable depository for it, and have received the accompanying letter from Capt. Elliott, with drawings of the sculpture, which I request may be laid before councils for their decision.

Very respectfully, sir, your obedient servant,

I. ROACH.

CARLISLE, Sept. 19, 1833.

DEAR SIR: I am pleased to learn, by the conversation I had with you at the unexpected meeting at Harrisburgh, that your connection with the erection of the Girard College, at Philadelphia, might enable you to present a facility, by which the valuable relic of antiquity, obtained at Syria during my visit last summer, and brought home in the Constitution, might have a connection with it.

The Sarcophagus is of Roman origin, and is believed to exist with the second century; was obtained about three quarters of a mile north east of the present city of Beyroot, where once stood the ancient city of Beriritus. It is of pure white marble, ornamented with sacrificial and other devices, as represented in the accompanying drawing, and appears to me might appropriately be connected with the Institution, which, when completed, will be both ornamental and useful to the city of Philadelphia.

Should this tender be accepted, it will afford me much satisfaction to forward the authority, by which it may be removed from the Navy Yard at Norfolk, its present temporary depository, to that of Girard College, Philadelphia, its permanent abode.

With very great regard and esteem,

I am, very truly, yours,

J. DUNCAN ELLIOTT.

P. S. On referring to one of the journals of the city of Philadelphia, a more detailed description may be had.

Major ISAAC ROACH,

Late of the U. S. Army, Philadelphia.

Which were read—and, on motion of Mr. HUTCHINSON, the following resolutions were unanimously adopted, viz :

Resolved, That the Sarcophagus offered by Commodore JESSE D. ELLIOTT, of the United States Navy, to the City Councils, to be placed within the Girard College for Orphans be accepted, and the building committee of said College are hereby directed to take charge of the same, and place it in a place of security.

Resolved, That the Presidents of the Select and Common Councils inform Commodore JESSE D. ELLIOTT, of the U. S. Navy, that his valuable present has been accepted, and will be disposed of as contemplated by him, and that they tender to him, also, the sincere thanks of Councils.

And Select Council concurred therein.

THE OHIO 74.—We had the pleasure on Friday of going through that pride of our navy and of New York, the Ohio 74. She is at the wharf at the Navy Yard, and has nearly taken in all her provisions. The armament is aboard, and is truly a formidable battery, but in no way encumbered, such is the breadth of beam and freedom of space every where—nor does it settle her but a trifle. On the spar deck one might imagine himself on some large plain, or in the wide area of a spacious amphitheatre, with groups of middies and jack tars, here and there seen in the perspective, and the ponderous masts, though “Like some tall Admirals,”

seeming like slender spars on this wide extent. The Commodore's apartments on this deck are commodious and tastefully, but not gorgeously, embellished. They are just such as one would say the veteran HULL would select. The Captain is accommodated on the upper gun deck. All the officers and midshipmen, however, though they mess on the lower gun deck, have to sleep and live in that submarine cavern below, called the Orlop, to which, without urging the objection, that the eternal use of candle light by day, in other words, burning day-light, must be a generator of Ophthalmia, and lay the foundation for feeble eyes for life—there are a thousand others, all of which cannot be named, but are insuperable against this arrangement. The lieutenants, at least, not to speak of middies, are a body of sufficient importance, rank, and numbers, to demand more consideration than this; and as to giving a clearer and more unembarrassed appearance, why such fastidiousness in time of peace? Besides, the usage is antiquated, without solid argument to support it, and very serious ones against it—which any person, looking to the fact of the whole crew of 800 being above the Orlop, will be immediately sensible of, without saying more. Any thing to gratify the gallant old Commodore, ask what he may—but he is not the man to give unnecessary discomfort to his officers or crew—that we know.—*New York Star.*

THE NAVY.—The Secretary of the Navy arrived here on Friday last, and immediately visited the navy yard in a quiet manner, without any parade, or without previously communicating his intention to the commandant or other officers. He was received by Commodore Stewart and officers with the respect due to their chief, with the dignified courtesy which gentlemen always know how to manifest, and with that cordiality resulting from esteem for his talents and general character. Commodore Stewart and three officers, as aids, afterwards paid their respects to him at his lodgings at the Mansion House, in uniform, according to the etiquette of the navy; and they were received by him in a manner highly gratifying to them, as it would have been to all men of refined and liberal feelings.

In inspecting the yard with the officers, and in receiving them afterwards at his lodgings, he freely offered his views concerning the condition and prospects of the navy, expressing great solicitude for its prosperity, and his wishes to hear any suggestions for its benefit, from any quarter. His views concerning steam ships indicated much reflection, and to us at least appear very judicious. He thought very favorably of them for harbor defence, but not for distant expeditions, and disclaimed any apprehensions of danger to our coast from foreign steam ships. He said that foreign steam ships could not remain long upon our coast, for want of fuel; for the British would be obliged to go to Nova Scotia, and the French and others to cross the Atlantic for it; and this difficulty rendered any attack upon our coast with steam ships impossible. But this difficulty, he added, would not exist with us, as our steam ships would find fuel in every port. He expressed his wishes to keep the navy fully employed, saying that wherever we had commerce, there should our ships of war appear, to render aid when necessary.—*Philadelphia Public Ledger.*

A REVOLUTIONARY VETERAN.—During the session of a court at this place, last week, we observed an aged man sitting in the court room, by the side of his honor Judge O'Neal. His figure was manly and was once stout, but was now bowed down by the decrepitude of years. As he raised his venerable form, in the beautiful language of Gray,

“His hoary hair,

Streamed like a meteor to the troubled air.”

He appeared before the Court in order to establish his claim to a pension for revolutionary services. He stated that his name was Solomon, that he was now 83 years of age, that he was born in Virginia, that he came to this State in the early part of the revolution, and was engaged in several expeditions in it; that he was at Columbia when it was known by the name of Taylor's Plantation, and that he also served in Georgia. He said that he was now living in Edgefield District, S. C.

What mighty changes have taken place since the days of his youth? The primeval forests have disappeared, and towns and villages now grace the places where once stood the wigwams of the savage red men. This war-worn veteran presented himself to ask from his country a little pittance to soothe his declining years. The venerable men of '76 are fast passing away from our midst. In a few more years, the last one will have gone to that

“Bourne whence no traveller returns.”

Let them be honored wherever they are seen; let them be welcome to every man's dwelling.—*Edgefield, S. C., Advocate.*

ARMY.

OFFICIAL.

PROMOTIONS AND APPOINTMENTS since the publication of Gen. Orders, No. 46, of November 1st.

PROMOTIONS.

Brevet Major William Hoffman, Captain of the 2d Infantry, to be Major of the 6th Infantry, Nov. 4, 1838, *vice* Major Glassel, deceased.

First Lieutenant S. P. Heintzelman, to be Captain of the 2d Infantry, Nov. 4, 1838, *vice* Hoffman, promoted.

Second Lieutenant J. W. Anderson, to be First Lieutenant, 2d Infantry, Nov. 4, 1838, *vice* Heintzelman, promoted.

First Lieutenant E. M. Lacy, to be Captain of the 5th Infy., Nov. 1, 1838, *vice* Capt. W. Alexander, deceased.

Second Lieutenant J. H. Whipple, to be First Lieutenant, 5th Infantry, Nov. 1, 1838, *vice* Lacy, promoted.

APPOINTMENTS.

Thomas Thompson, of S. C., to be 2d Lieut. 2d Infy., Nov. 12.

S. H. Fowler, of Conn., to be 2d Lieut. 5th Infantry, Nov. 12.

SPECIAL ORDERS.

No. 79, Nov. 14—Lt. J. H. Eaton, 3d Infantry, for service at the Military Academy, so soon as he can be relieved from company duty.

Brigadier General Fenwick relieved from duty on the Baltimore station, and ordered to report to the Secretary of War.

Communicated for the Army and Navy Chronicle.

COMPLIMENT TO CAPTAIN R. W. FOSTER,

OF THE SHIP ST. MARY.

SAVANNAH, Georgia, Nov. 6, 1833.

We, the undersigned officers of the U. S. army, hereby present to R. W. Foster, Esq., Master of the ship St. Mary, our most grateful thanks for his constant and unremitting attentions to them, and the men under their command, during the voyage from New York to Savannah; and they will ever cherish the most lively sense of his gentlemanly and polite behavior and anxiety for their comfort on the passage.

We cannot part with Captain Foster without assuring him of our highest esteem, and our best wishes for that future success in his profession, to which his skillful seamanship and gentlemanly bearing so justly entitle him.

ALEX. CUMMINGS, Lt. Col. 2d Infy.

H. A. STINNECKE, Surgeon U. S. A.

S. L. RUSSELL, Captain U. S. A.

J. M. CLENDENIN.

C. E. WOODRUFF, Lt. U. S. A.

J. MCKINSTRY, Lt. Com'g. Com. B, 2d Infy.

A. T. HOFFMAN, Lt. U. S. A.

SAVANNAH, Nov. 6, 1833.

GENTLEMEN: I had the honor to receive, by Lieut. Woodruff, your esteemed favor of this date, expressing your grateful acknowledgments for my attentions, &c., during the recent voyage from New York.

Let me assure you, gentlemen, that if any endeavors on my part have tended to promote your comfort and welfare, I feel the highest satisfaction in being thus instrumental.

The assurance of your high esteem and wishes for my future success, has made a deep impression on my heart, which time alone can efface.

Wishing you health and happiness, and glory in the field to which you are destined, I bid you farewell.

ROBERT W. FOSTER.

To A. CUMMINGS, Lt. Col. U. S. A.

H. A. STINNECKE, Surgeon do.

S. L. RUSSELL, Captain do.

J. M. CLENDENIN, Lieut. do.

J. MCKINSTRY, do. do.

C. E. WOODRUFF, do. do.

A. T. HOFFMAN, do. do.

NAVY.

ORDERS.

Nov. 9—Ass't. Sur. J. McClelland, ship Fulton.

Ass't. Sur. D. C. McLeod, Naval Hospital, Norfolk, vice J. C. Mercer, relieved.

10—Professor J. H. C. Coffin, Naval School, Norfolk.

12—Purser Philo White, Navy Yard, Pensacola.

P. Mid. J. D. Johnston, West India squadron.

RESIGNATION.

Clement W. B. Bennet, Midshipman, Nov. 5.

VESSELS REPORTED.

Brig Dolphin, Lieut. Com'dt. Mackenzie, at Montevideo, Sept. 25.

Ships Independence and Fairfield at Rio Janeiro, Sept. 30; the latter to sail in a few days for the river Plate.

Ship Cyane, Comm'r. Percival, sailed from Mahon previous to the frigate United States, for Marseilles, &c., to return by December to Mahon.

Schr. Experiment, Lieut. Comd't Blake, from coast survey, arrived at New York on Monday.

Schr. Relief, Capt. Skinner, with Lieut. Comd't. Hollins, on a surveying expedition, was at Pensacola at inst. bound to Key West.

Ship Falmouth, Isaac McKeever, Esq., Commander, arrived at Valparaiso from Callao on 29th July last, and sailed for Callao on 13th August—all well.

MARRIAGES.

In this city, on the 8th inst., by the Rev. JOHN OWEN, Lieut. THOMAS JEFFERSON PAGE, of the U. S. navy, to Miss BENJAMINA, youngest daughter of the late BENJAMIN PRICE, of Virginia.

In Portsmouth, Va., on the 7th inst., Commander HUGH NELSON PAGE, of the U. S. navy, to Miss MARY IMOGENE, daughter of Mrs. ELIZA H. WHEELER.

In Sussex county, Va., on the 1st inst., Lieut. BUSH-ROD WASHINGTON HUNTER, of the U. S. navy, to Miss MARY FRANCES BLOW, second daughter of Col. GEORGE BLOW.

On the 7th inst., Lieut. JOHN B. FULTON of the U. S. revenue service, to Miss JULIANNA JACOB, of Anne Arundel county, Md.

DEATHS.

At sea, on board the ship Seaman, off Cape Hatteras, on the 3d Nov., 1833, Major JAMES M. GLASSELL, of the U. S. army. His remains were landed at Fort Monroe on the night of the 5th inst. and interred with military honors the next day, in the old Episcopal burial ground at Hampton Va. Major Glassell was on his way to Norfolk, for the benefit of his health, a sea voyage having been recommended by his attending physician.

At the National Hotel, in St. Louis, on the 31st Oct., Capt. WILLIAM ALEXANDER, of the 5th regiment of U. S. infantry.

NAVY SUPPLIES FOR THE YEAR 1839.

NAVY COMMISSIONERS' OFFICE, Oct. 13, 1833.

PROPOSALS, sealed and endorsed, will be received at this office until 3 o'clock, P. M., of the 15th of November next, for supplying and delivering at the Navy Yards, Portsmouth, New Hampshire; Charlestown, Massachusetts; Brooklyn, New York; Philadelphia, Pennsylvania; Washington, D. C.; Gosport, Virginia, and the Baltimore Naval Station, severally and respectively, such quantities of the following denominations of articles as the respective contractors for them may be ordered to furnish, upon requisitions from the respective commanding naval officers or navy agents for the use of the United States Navy, during the year 1839, viz:

1. Cold Rolled Copper.
2. Iron, round, flat, and square.
3. Dry White Lead.
4. Raw Linseed Oil.
5. Superfine Flour.
6. Ship Biscuit.
7. Whiskey.
8. Spermaceti Candles.
9. Spermaceti Oil.
10. Butter.
11. Cheese.
12. Molasses, Vinegar, Rice, and Beans.

Blank forms of offers for each denomination of articles will be furnished by the respective navy agents to persons applying for them, and upon which all offers should be made, strictly conforming to the directions which they contain. Samples of the biscuit are lodged with the commandants of yards.

Separate proposals must be made for each navy yard, and for Baltimore. The blank offers furnished to individuals must have all the blanks filled up, and must be subscribed as directed in the note on the face of each form, and they must be *unqualified* and *unconditional*. As the forms specify all the conditions and stipulations to be performed by the respective contractors, no modification will be allowed.

Bonds in one-third the amount of the respective contracts will be required; and ten per centum, in addition, will be withheld from the amount of each payment to be made, as collateral security for the due and faithful performance of the respective contracts, which will, on no account, be paid until the contracts are complied with in all respects. After deducting ten per centum, payment will be made by the United States within thirty days after the said articles shall have been inspected and received, and bills for the same approved by the commandants of the respective navy yards aforesaid, according to the terms of the contracts.

Oct. 13—td